

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Mark Watkins 327-5623 Affected Governments: State, local (air districts) Federal Authority: Not Applicable	Subject: Amendments to the Airborne Toxic Control Measure for emissions of Toxic Metals from Non-Ferrous Metal Melting (ATCM) CCR Title, Number, Affected: Title 17, 93107 Authority & Reference Citations: Authority: 39600, 39601, 39650, 39655, and 39666 of the Health and Safety Code References: 39650, 39655, and 39666 of H&SC Specific Legislative Intent, if any: Emissions of toxic air contaminants should be controlled to levels which prevent harm to the public health (H&SC 39650(c)) Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The proposed amendments address the fact that the performance standard set in the existing regulation is in rare instances not achievable with available control technology. The proposed amendments will allow special case performance standards to be developed in those instances, in consideration of risk of harm to public health. The proposed amendments will allow businesses that have employed all feasible measures to reduce toxic air contaminant emissions, but have not met the primary standard, to continue to operate. Alternatives Considered: No action; revision of the primary standard; inclusion of specific alternative standards. Intended Benefits: The proposed regulation will allow business which have employed all feasible measures to reduce emissions of toxic metals but which cannot meet the primary performance standard of the regulation, to comply with the regulation by meeting a facility specific special case performance standard. This will allow such facilities to continue operations. Economic Impacts: Small (less than \$10,000) and absorbable one-time cost to the state (ARB). Reimbursable one-time cost of less than \$10,000 to the air districts. One time cost of \$6,000 each to the few (six) affected facilities statewide to maximize control device performance or upgrade systems, and to conduct engineering analyses.	Legal Deadline: None Sunset Review: February 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input checked="" type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 10/22/99	<u>Hearing</u> 12/9/99	<u>Adoption</u> 12/9/99	<u>To OAL</u> 3/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="radio"/> A <input checked="" type="radio"/> B Division: Stationary Source Division Contact Person and Phone #: Dean Simeroth 322-6020 Affected Governments: State Federal Authority: Federal Clean Air Act Amendments of 1990	Subject: Consideration of amendments to provide flexibility to cleaner-burning gasoline program including Phase III specification changes such as reduced sulfur. CCR Title, Number, Affected: Title 13, 2250-2272 Authority & Reference Citations: Authority: H&SC 39600, 39601, 43013, 43018, 43101. References: H&SC 39000-39003, 39500, 39515, 39516, 41511, 43000, 43016, 43018, 43101. Specific Legislative Intent, if any: Comparable Federal Regulations: Federal Reformulated Gasoline Regulations 40 CFR Part 80	Problems Addressed (public Health, safety, welfare & Environmental protection): Refiners have indicated that if MTBE is to be phased out of gasoline to avoid water problems, they need additional flexibility in the Cleaner-Burning Gasoline program. Further, reduced sulfur levels will further reduce vehicle emissions. Alternatives Considered: Allow phase out of MTBE, preserve benefits and be compatible with new vehicle technology. Intended Benefits: Adding flexibility should not increase costs. However, specification changes including reduced sulfur will likely increase costs for individual refiners. Impact at this time, unknown. Economic Impacts: Our initial estimates indicate that the proposed amendments: a. is likely to have a modest negative impact on businesses in the regulated community, and a negligible impact on individuals; and b. is not likely to cost the local governments a significant amount.	Legal Deadline: None Sunset Review: December 2004 Major Regulation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 10/22/99	<u>Hearing</u> 12/9/99	<u>Adoption</u> 12/9/99	<u>To OAL</u> 5/1/2000

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AIR RESOURCES BOARD 1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Gary Yee 327-5986 Affected Governments: State Federal Authority: Federal Clean Air Act Amendment of 1990 allows California to have a Motor vehicle fuels program	Subject: Consider adoption of amendments to the Clean Fuels Infrastructure Requirements CCR Title, Number, Affected: Title 13, 2300-2317 Authority & Reference Citations: Authority: H&SC 39600, 39601, 39607, 41511, 41712 References: H&SC 39002, 39600, 39607, 40000, 41511, 41712 Specific Legislative Intent, if any: None Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The existing regulation contains requirements which may no longer be effective, and need to be modified to reflect new developments. Alternatives Considered: none Intended Benefits: Make the existing regulation more efficient and give certainty to industry Economic Impacts: Our initial estimates indicate that the proposed amendments: <ol style="list-style-type: none"> a. is likely to have a positive impact on businesses in the regulated community, and no impact on individuals; b. is not likely to cost the local governments a significant amount; and c. is not a major rule because the compliance cost does not exceed \$10 million in a single year during the regulation horizon. 	Legal Deadline: NA Sunset Review: 11/98 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 4/9/99	<u>Hearing</u> 5/27/99	<u>Adoption</u> 5/27/99	<u>To OAL</u> 12/1/99

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AIR RESOURCES BOARD 1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Gary Yee 327-5986 Affected Governments: Federal, State, Local Federal Authority: Federal Clean Air Act amendments of 1990 allows California to have a motor vehicle fuels program	Subject: Consider amendments to compress natural gas (CNG) specifications. CCR Title, Number, Affected: Title 13, 2292.5 Authority & Reference Citations: Authority: H&SC 39600, 39601 39607, 41511, 41712 References: H&SC 39002, 39600 39607, 40000, 41511, 41712 Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The existing regulation limits the use of compressed natural gas produced in certain parts of California, therefore, restricting the siting of new fueling outlets in these areas. Alternatives Considered: Consider changing specifications but information is not available. Intended Benefits: Allow the use of compressed natural gas produced in areas previously prohibited from use so long as a demonstration is made to show equivalent emission benefits to the existing specifications. Economic Impacts: Our initial estimates indicate that the proposed amendments: a. is likely to have a positive impact on businesses in the regulated community and no impact on individuals. b. is likely to save the local governments a modest amount; or c. is not a major rule because the compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: NA Sunset Review: 11/98 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 9/10/99	<u>Hearing</u> 10/28/99	<u>Adoption</u> 10/28/99	<u>To OAL</u> 2/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Mobile Source Control Division Contact Person and Phone #: Jackie Lourenco 626-575-6676 Affected Governments: State and local agencies that purchase new off-road diesel equipment Federal Authority: 1990 Amendments to the Clean Air Act	Subject: Amendment of Emission Control Regulations for 2000 and Later Model Year Off-Road Diesel Engines 25 Horsepower and Greater CCR Title, Number, Affected: Title 13, 2420-2427 Authority & Reference Citations: Authority: H&SC 43013 and 43018 References: H&SC 39600 Specific Legislative Intent, if any: Comparable Federal Regulations: 40 CFR Part 89	Problems Addressed (public Health, safety, welfare & Environmental protection): Regulations will address health & welfare of public as affected by ozone forming emissions from heavy-duty on-road offcycle engines emission reductions called for in measure M9 and M10 of California ozone SIP. Alternatives Considered: None Intended Benefits: The 1994 State Implementation Plan Measures M9 and M10 (the federal portion) were intended to reduce HC + NOx emissions by 86 tons per day in the South Coast Air Basin in 2010 Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals; b. Is likely to cost the local governments a negligible amount; and c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: None Sunset Review: September 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No State Government: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input checked="" type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 8/6/99	<u>Hearing</u> 9/23/99	<u>Adoption</u> 9/23/99	<u>To OAL</u> 3/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Todd Wong (916) 322-8285 Affected Governments: Local air pollution control and air quality management districts Federal Authority: None	Subject: Control of Perchloroethylene emissions from aerosol brake cleaning products CCR Title, Number, Affected: Authority & Reference Citations: Authority: H&SC 39600, 39601, 39650, and 39666 References: H&SC 39650 and 39666 Specific Legislative Intent, if any: Airborne Toxic Control Measure (ATCM) Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The proposed ATCM will help protect the public health by reducing the public's exposure to perchloroethylene emissions from aerosol brake cleaning products. Alternatives Considered: 1. Use of non-perchloroethylene based aerosol brake cleaning products. 2. Use of non-aerosol products such as aqueous brake cleaning systems. Intended Benefits: The proposed ATCM will reduce emissions of perchloroethylene, a toxic air contaminant, into the environment. Economic Impacts: Our initial estimates indicate that the proposed rule: <ul style="list-style-type: none"> a. is likely to have modest impact on businesses in the regulated community, and a negligible impact on individuals b. is not likely to cost the local governments a significant amount; and c. is not a major rule because the compliance costs does not exceed \$10 million in a single year during the regulation horizon. 	Legal Deadline: none Sunset Review: November 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 10/1/99	<u>Hearing</u> 11/18/99	<u>Adoption</u> 11/18/99	<u>To OAL</u> 5/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="radio"/> A <input checked="" type="radio"/> B Division: Stationary Source Division Contact Person and Phone #: Carla Takemoto (916) 322-8283 Affected Governments: None Federal Authority: Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan	Subject: Consider adoption of a voluntary reactivity regulation for aerosol coatings and consumer products and consideration of clarifying language to the consumer products regulation. CCR Title, Number, Affected: Title 17, new sections 94530-94539; Title 17, sections 94507-94517 Authority & Reference Citations: Authority: H&SC 41712, 39600, 39601 References: H&SC 39002, 39600, 40000, 41712 Specific Legislative Intent, if any: None Comparable Federal Regulations: The U.S. EPA has a regulation that limits state VOC content for some consumer products. There is no federal rule for aerosol coatings. There is no federal photochemical reactivity regulation.	Problems Addressed (public Health, safety, welfare & Environmental protection): Public health, welfare, environmental protection. Alternatives Considered: Proposed photochemical reactivity regulation serves as an alternative to the existing regulations for consumer products. Intended Benefits: Achieve ozone reductions efficiently at potentially less cost than existing regulations. Improve clarity of regulatory definitions. Economic Impacts: Because the proposed photochemical reactivity regulation is a voluntary compliance alternative we expect businesses would not choose to comply via the proposed regulation unless it was a more cost-effective alternative. Our initial estimates indicate that the proposed regulation is likely to have a modest impact on businesses and a modest impact on individuals. However, we predict the economic impact would be less than the economic impact of compliance with existing regulations. There is not likely to be an economic impact as a result of clarifying language in the consumer products regulation for businesses or individuals.	Legal Deadline: None Sunset Review: January 2007 Major Regulation: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 8/6/99	<u>Hearing</u> 9/23/99	<u>Adoption</u> 9/23/99	<u>To OAL</u> 1/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Carla Takemoto (916) 322-8283 Affected Governments: None Federal Authority: Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan.	Subject: Consider adoption of amendments to the Alternative Control Plan Regulation for consumer products and aerosol coatings. CCR Title, Number, Affected: Title 17, sections 9450-94555 Authority & Reference Citations: Authority: H&SC 39600, 39601, 41712 References: H&SC 39002, 39600, 40000, 41712 Specific Legislative Intent, if any: None Comparable Federal Regulations: There is no comparable federal regulation.	Problems Addressed (public Health, safety, welfare & Environmental protection): Public health, welfare, environmental protection Alternatives Considered: The proposed amendments would be an alternative to the existing regulations. Intended Benefits: Benefits are to make the alternative control plan easier for stakeholders to use and provide a compliance alternative for antiperspirants and deodorants. Economic Impacts: Our initial estimates indicate a positive impact on businesses and no impact on individuals, because the alternative control plan compliance path is chosen only if it is more cost-effective. The amendments would streamline reporting, making it less burdensome, and would expand the option to other consumer product categories such as antiperspirants and deodorants.	Legal Deadline: None Sunset Review: 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 6/5/99	<u>Hearing</u> 7/22/99	<u>Adoption</u> 7/22/99	<u>To OAL</u> 12/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Dean Simeroth 322-6020 Affected Governments: State and Local Regional Transit Federal Authority: Federal Clean Air Act Amendments of 1990	Subject: Consider adoption of specifications for diesel fuel for locomotive engines. CCR Title, Number, Affected: Title 13 Authority & Reference Citations: Authority: H&SC 39600, 39601, 43013, 43018, 43101. References: H&SC 39000-39003, 39500, 39515, 39516, 41511, 43000, 43016, 43018, 43101. Specific Legislative Intent, if any: State board shall adopt standards and regulations which will result in the most cost effective combination of control measures on all classed of motor vehicle and motor vehicles fuel Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): Diesel fuel for locomotive engines is not regulated to reduce air emissions. Such engines are a source of particulate matter, oxides of nitrogen, sulfur oxides, and organics. Alternatives Considered: Alternative fuels for locomotives. These have not been shown to be practical for existing engines. Intended Benefits: Adoption could cause an increase in the cost of diesel locomotive fuel. There are no expected costs to refiners as they are already producing complying fuel. It will remove the choice of railroads to buy less expensive more polluting fuels. To an extent engines operated in California are already using the cleaner fuel. The cost difference is expected to be from 0 + 6 cents per gallon with an average cost of 3 cents per gallon. Economic Impacts: Our initial estimates indicate that the proposed rule: <ol style="list-style-type: none"> a. is likely to have negligible impact on businesses in the regulated community, and a negligible impact on individuals b. is not likely to cost the local governments a significant amount; and c. is not a major rule because the compliance costs does not exceed \$10 million in a single year during the regulation horizon. 	Legal Deadline: N/A Sunset Review: N/A Major Regulation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Fiscal Impact: Local Government: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No State Government: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input checked="" type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 5/7/99	<u>Hearing</u> 6/24/99	<u>Adoption</u> 6/24/99	<u>To OAL</u> 12/1/2000

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Mobile Source Control Division Contact Person and Phone #: Steve Church (916) 323-5189 Affected Governments: Federal, State, Local Federal Authority: US EPA	Subject: Consider Amendments to the Emission Standards for On-Road Heavy-Duty Gasoline Engines CCR Title, Number, Affected: Title 13 1956.8, 1965, 2036, and 2112. Authority & Reference Citations: Authority: H&SC 39600, 39601, and 43200 References: H&SC 39002, 39003, 43000, 43013, 43100, 43101, 43102, 43103, 43104, 43107, and 43200. Specific Legislative Intent, if any: The attainment and maintenance of state air quality standards require substantial reductions in new vehicle emissions and the burden for achieving needed reductions should be distributed equitably among various classes of vehicles (HSC 43000.5) Comparable Federal Regulations: None current; plan is to develop concurrently with US EPA. (Anticipated in Part 86, Title 40, CFR, subparts A, I and N.)	Problems Addressed (public Health, safety, welfare & Environmental protection): Regulations will address health & welfare of public as affected by ozone forming emissions from heavy-duty on-road otto cycle engines emission reductions called for in measure M8 of California ozone SIP. Alternatives Considered: Alternatives considered would be not to implement regulations. Current standards and regulations then may not provide sufficient protection of health and air quality. Intended Benefits: Measure M8 calls for reductions of 3 tpd of ozone forming emissions in 2010. The regulations will meet or exceed that goal. Economic Impacts: Our initial estimates indicate that the rule: a. Is likely to have a modest impact on businesses in the regulated community, and a modest impact on individuals who purchase these vehicles; b. Is likely to cost the local governments a negligible amount; and c. Is not a major rule because the compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: January 1, 2000 Sunset Review: December 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
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<u>Notice</u> 10/22/99	<u>Hearing</u> 12/9/99	<u>Adoption</u> 12/9/99	<u>To OAL</u> 5/1/2000

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AIR RESOURCES BOARD 1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Mobile Source Control Division Contact Person and Phone #: Allen Lyons (626) 575-6833 Affected Governments: State - Air Resources Board Federal Authority: 209b Federal Clean Air Act	Subject: Revisions to Aftermarket Parts Requirements CCR Title, Number, Affected: Authority & Reference Citations: Authority: 39000, 39002, 39003, 39500, 39600, 39601, 43000, 43011, 43150 Health and Safety Code, and 27156, 38390, 38391 Vehicle Code Reference: 39002, 39003, 39500, 43000, 43204, 43644 H&S Code, 27156, 38391, 38395 Vehicle Code Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): Environmental protection: protects against increased emissions due to the installation of inappropriate replacement and add-on or modified parts. Alternatives Considered: None Intended Benefits: Protects against availability of parts that will increase vehicle emissions while providing a method whereby other components can be legally offered for sale. Economic Impacts: Amendments to the aftermarket parts requirements would have a modest impact on parties involved with the production and sale of vehicle aftermarket parts. There is no expected cost impact on local governments The added cost of compliance due to the proposed modifications will not exceed \$10M in a single year. Therefore, the proposed modifications are not considered a major rule.	Legal Deadline: N/A Sunset Review: 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 6/5/99	<u>Hearing</u> 7/22/99	<u>Adoption</u> 7/22/99	<u>To OAL</u> 12/1/99

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Mobile Source Control Division Contact Person and Phone #: Allen Lyons (626) 575-6833 Affected Governments: State - Air Resources Board Federal Authority: 209b Federal Clean Air Act	Subject: On-Board Diagnostic II Review CCR Title, Number, Affected: Title 13, 1968.1 Authority & Reference Citations: Authority: 39515, 39600, 39601, 43006, 43013, 43018, 43104, 44036.2 H&SC and 27156 & 38395 Vehicle Code References: Sections 39002, 39003, 39667, 43000, 43004, 43006, 43008.6, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43204, & 44036.2 H&SC, and 27156, 38391, & 38395 Vehicle Code Specific Legislative Intent, if any: Comparable Federal Regulations: Federal On-Board Diagnostic Regulation 40 CFR 86.094	Problems Addressed (public Health, safety, welfare & Environmental protection): High in-use emissions from motor vehicles as a result of emission-related malfunctions Alternatives Considered: Vehicle buybacks (scrapping), more rigorous I/M testing Intended Benefits: Emissions are reduced by through notification to vehicle operators (via the instrument panel) of the occurrence of emission-related malfunctions Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals, and local and state governments and provide the findings in the public notice of hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: <ul style="list-style-type: none"> a. Amendments to the OBD II regulation should have a negligible impact on businesses in the regulated community and no impact on individuals; b. There would be no cost or savings to local governments; and c. the amendments would not be considered a major rule. Cost of compliance would not exceed \$10 million in a single year. 	Legal Deadline: N/A Sunset Review: 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No fiscal impact State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 5/7/99	<u>Hearing</u> 6/24/99	<u>Adoption</u> 6/24/99	<u>To OAL</u> 12/1/99

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AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Technical Support Division Contact Person and Phone #: Debora Popejoy (916) 323-5123 Affected Governments: California Air Resources Board Federal Authority: N/A	Subject: Consider Revision to Attainment/Nonattainment Area Designations CCR Title, Number, Affected: Title 17, 60200-60209 Authority & Reference Citations: Authority: H&SC 39607, 39608, 40718, & 40925 References: H&SC 39607, 39608, 40718, & 40925 Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The California Clean Air Act requires areas with poor air quality to reduce emissions to achieve progress towards attainment of the state ambient air quality standards. The area designations define which areas meet these standards. The California Air Resources Board annually reviews recent air quality data to determine area designations. Alternatives Considered: The area designations are based on criteria pursuant to legislation. Current legislative mandates preclude alternatives to this process. Intended Benefits: Designating areas as attainment or nonattainment provides information to the public about the air quality of the various areas. Nonattainment designations for some pollutants may trigger requirements for districts to adopt control measures to reduce emissions and thereby improve public health. Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals, and local and state governments and provide the findings in the public notice of hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: <ul style="list-style-type: none"> a. is likely to have a negligible impact on businesses in the regulated community, and no impacts on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon. 	Legal Deadline: Annually by November 15. Sunset Review: October 2004. Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 9/10/99	<u>Hearing</u> 10/28/99	<u>Adoption</u> 10/28/99	<u>To OAL</u> 5/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="radio"/> A <input checked="" type="radio"/> B Division: Technical Support Division Contact Person and Phone #: Debora Popejoy (916) 323-5123 Affected Governments: California Air Resources Board Federal Authority: N/A	Subject: Consider Revisions to Ozone Transport Identification and Mitigation Regulations CCR Title, Number, Affected: Title 17, 70500 and 70600 Authority & Reference Citations: Authority: H&SC 39600, 39601, & 39610 References: H&SC 39610, 40912, 40913, 40921, & 41503 Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The H&SC requires emission reductions to make expeditious progress toward attainment of the ozone standard. Emissions from an upwind area may contribute to poor air quality in a downwind nonattainment area. Identifying transport couples and requiring emission reductions in upwind areas helps improve air quality and public health. Alternatives Considered: Many alternatives were considered during 1990, 1993, and 1996 when the current regulations were adopted. Some of these alternatives may be revisited while updating the regulations based on more current data. Intended Benefits: Based on the identification of transport impacts, districts in the upwind areas must implement mitigation measures to reduce their contribution, thereby improving public health. Economic Impacts: Our initial estimates indicate that the rule: a. is likely to have a negligible impact on businesses in the regulated community, and no impacts on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: Triennially – December 1999 Sunset Review: December 2004 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 10/22/99	<u>Hearing</u> 12/9/99	<u>Adoption</u> 12/9/99	<u>To OAL</u> 6/2/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Monitoring and Laboratory Division Contact Person and Phone #: George Lew (916) 263-1630 Affected Governments: California Air Resources Board Federal Authority: Federal Clean Air Act	Subject: Consider the adoption of measures to reduce emissions from portable gasoline containers. CCR Title, Number, Affected: New Regulations Authority & Reference Citations: Authority: H&SC §§ 39600, 39601, 43013 & 43018 References: H&SC §§ 43013 & 43018 Specific Legislative Intent, if any: Comparable Federal Regulations: There are no comparable federal requirements to reduce emissions from portable gasoline containers.	Problems Addressed (public Health, safety, welfare & Environmental protection): Reduce emissions and public exposure to toxic air contaminant associated with gasoline spillage. Alternatives Considered: No action, and adopt proposal. Intended Benefits: Proposal will satisfy local, state, and federal requirements to reduce emissions for attainment and maintenance of health based air quality standards and reduce public exposure to gasoline vapor. Economic Impacts: Our initial estimates indicate that the proposal will likely: <ul style="list-style-type: none"> a. have a negligible impact on businesses in the regulated community and on individuals; b. is likely to cost local government a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulatory horizon. 	Legal Deadline: None Sunset Review: December 2003 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 4/9/99	<u>Hearing</u> 5/27/99	<u>Adoption</u> 5/27/99	<u>To OAL</u> 12/31/99

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Monitoring and Laboratory Division Contact Person and Phone #: Annette Hebert (626) 575-6890 Affected Governments: California Air Resources Board, Districts Federal Authority: Federal Clean Air Act 202 & 203	Subject: Consider Amending the Test Methods Designated to Measure the Olefin Concentration and Distillation Temperature of Cleaner Burning Gasoline. CCR Title, Number, Affected: Title 13, 2263(b) Authority & Reference Citations: Authority: H&SC §§ 39600, 39601, 43013 & 43018, & 43101 References: H&SC §§ 39600, 39601, 43013, 43018, & 43101 Specific Legislative Intent, if any: Comparable Federal Regulations: 40 CFR, 80.46(g) 40 CFR, 80.46(h)	Problems Addressed (public health, safety, welfare & Environmental protection): Update test methods for CBG parameters to improve effectiveness of CBG regulations. Alternatives Considered: An alternative test method has been considered. Intended Benefits: Improve accuracy and precision of test methods used to enforce CBG regulations. Economic Impacts: Our initial estimates indicate that the proposal will likely: a. have a negligible impact on businesses in the regulated community and on individuals; b. is likely to cost local government a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in during the regulatory horizon.	Legal Deadline: None Sunset Review: August 31, 2003 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 9/10/99	<u>Hearing</u> 10/28/99	<u>Adoption</u> 10/28/99	<u>To OAL</u> 4/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Monitoring and Laboratory Division Contact Person and Phone #: George Lew (916) 263-1630 Affected Governments: California Air Resources Board, Districts, other states Federal Authority: Federal Clean Air Act	Subject: Consider the Adoption of Amendments to Existing Gasoline Vapor Recovery Certification and Test Procedures. CCR Title, Number, Affected: Title 17, 94010 et seq. Authority & Reference Citations: Authority: H&SC §§ 39600, 39601, 41954 & 41962 References: H&SC §§ 41954 & 41962 Specific Legislative Intent, if any: Comparable Federal Regulations: There are no comparable federal test methods for the certification and test methods for gasoline vapor recovery system.	Problems Addressed (public health, safety, welfare & Environmental protection): Update and clarify vapor recovery certification and test procedures to include: <ul style="list-style-type: none"> • requirements for compatibility of vapor recovery systems with vehicles equipped with on-board vapor recovery refueling system. • requirements for diagnostic system to alert the operator of malfunctioning vapor recovery components. • Programs improvements such as warranty, system reliability, etc. Alternatives Considered: No action, eliminate ARB certification and test procedures, and adopt proposal. Intended Benefits: ARB certification and test procedures are used to satisfy local, state, and federal requirements and to reduce public exposure to gasoline vapors. Economic Impacts: Our initial estimates indicate that the proposal will likely: <ol style="list-style-type: none"> a. have some impact on businesses in the regulated community and on individuals; b. is likely to cost local government a negligible amount; and c. is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulatory horizon. 	Legal Deadline: N/A Sunset Review: December 2003 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 6/4/99	<u>Hearing</u> 7/22/99	<u>Adoption</u> 7/22/99	<u>To OAL</u> 2/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Technical Support Division Contact Person and Phone #: Arndt Lorenzen (916) 322-6040 Affected Governments: State, Local, U.S. Military, Federal, Air Pollution Control Districts, and Air Quality Management Districts Federal Authority: Clean Air Act, Title1	Subject: Consider Amendments to the Agricultural Burning Guidelines. CCR Title, Number, Affected: Title 17, Subchapter 2, 80100-80330 Authority & Reference Citations: Authority: H&SC 39600, 39601, & 41856 References: H&SC 41854, 41856, 41857, 41858, 41859, & 41864 Specific Legislative Intent, if any: Control air quality impact from agricultural burning. Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): Agricultural Burn Guidelines and establishment of a Smoke Management Program; to mitigate the nuisance and public safety hazards posed by smoke intrusions into populated areas; to avoid significant deterioration of air quality and potential NAAQS violations; and allow the ARB to modify and approve the Sacramento Valley Agricultural Burning Plan. Alternatives Considered: No change to guidelines. Intended Benefits: Protect the public health from exposure to increased smoke. Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals, and local and state governments, and provide the findings in the public notice of hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: <ol style="list-style-type: none"> a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals; b. Is likely to cost the local governments a negligible amount; and c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon. 	Legal Deadline: None Sunset Review: August 2002 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 5/7/99	<u>Hearing</u> 6/24/99	<u>Adoption</u> 6/24/99	<u>To OAL</u> 8/12/99

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Technical Support Division Contact Person and Phone #: Richard Bode (916) 322-3807 Affected Governments: Local Air Pollution Control Districts, and Local Air Quality Management Districts Federal Authority: None	Subject: Consider Amendments to the Emission Inventory Criteria and Guidelines Regulation pursuant to the Air Toxics Hot Spots Act of 1987. CCR Title, Number, Affected: Title 17, 93300-99300.5 Authority & Reference Citations: Authority: H&SC 39600, 39601, & 44342 References: H&SC 41805.5, 44320, 44321, 44322, 44323, 44324, 44325, 44340, 44341, 44342, 44344, 44344.5, 44344.7, 44346, 44360, & 44365. 6254.7 Government Code and Title 17, CCR, 90700-90705, & Appendix A Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB to implement a program to inventory air toxics emissions, assess the health risks to those who are exposed, notify the public of significant health risks and reduce risks to below significant levels. The Fee Regulation recovers the costs incurred by the State to implement the program. Alternatives Considered: None. Legislation requires OEHHA to develop risk assessment guidelines. Since health risk is a factor in emission inventory update requirements, incorporating OEHHA's new guidelines are a necessity. Intended Benefits: The regulation will incorporate the newly developed risk assessment guidelines, developed as mandated by the Legislature, into the emission inventory update process. Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals; b. Is likely to cost the local governments a negligible amount; and c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: None Sunset Review: September 2003 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 8/6/99	<u>Hearing</u> 9/23/99	<u>Adoption</u> 9/23/99	<u>To OAL</u> 12/23/99

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Technical Support Division Contact Person and Phone #: Richard Bode (916) 322-3807 Affected Governments: Local Air Pollution Control Districts, and Local Air Quality Management Districts Federal Authority: None	Subject: Adoption of Amendments to the Air Toxics Hot Spots Fee Regulation for Fiscal Year 1999-2000. CCR Title, Number, Affected: Title 17, 90700-90705 Authority & Reference Citations: Authority: H&SC 39600, 39601, 44320, 44321, 44322, 44.44.4, 44344.7, 44361, 44380, & 44380.5 References: H&SC 39600, 39601, 44320, 44321, 44322, 44344.4, 44344.7, 44361, 44380, & 44380.5 Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): The Air Toxics Hot Spots Information and Assessment Act of 1987 requires the ARB to implement a program to inventory air toxics emissions, assess the health risks to those who are exposed, notify the public of significant health risks and reduce risks to below significant levels. The Fee Regulation recovers the costs incurred by the State to implement the program. Alternatives Considered: The current legislation precludes alternatives to this regulation . Intended Benefits: The Fee Regulation authorizes the State and Air Districts to recover the costs incurred implementing and administering the Air Toxics Hot Spots Program. Economic Impacts: The Air Resources Board is required to assess the impacts of the rule on businesses, individuals and local and state governments, and provide the findings in the notice of public hearing. These impacts will be assessed, and to the extent possible quantified, as the rule is further developed. Our initial estimates indicate that the rule: a. Is likely to have a negligible impact on businesses in the regulated community, and a negligible impact on individuals; b. Is likely to cost the local governments a negligible amount; or c. Is not a major rule because compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: Review Annually Sunset Review: September 2000 Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 8/6/99	<u>Hearing</u> 9/23/99	<u>Adoption</u> 9/23/99	<u>To OAL</u> 12/23/99

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Mobile Source Control Div. Contact Person and Phone #: Jack Kitowski (916) 445-6102 Affected Governments: State Federal Authority: Clean Air Act Section 209(b) U.S.C. Section 7543(b)	Subject: Consider Amendments to the Emission Standards for On-Road Heavy-Duty Diesel Engines (Urban Buses) CCR Title, Number, Affected: Title 13, Section 1956.8 Authority & Reference Citations: Authority: H&SC Section 43018 References: H&SC Section 43018 Specific Legislative Intent, if any: Comparable Federal Regulations: None	Problems Addressed (public Health, safety, welfare & Environmental protection): This regulation is intended to reduce emissions of oxides of nitrogen (NOx) and particulate matter (PM). Reducing emissions of NOx is necessary to reduce ambient ozone concentrations to meet the goals of the state Implementation Plan. Reducing toxic PM emissions will reduce Californians' exposure to this toxic air contaminant. Alternatives Considered: All alternatives for controlling Nox emissions from mobile sources were considered during the development of the State Implementation Plan. Reducing diesel engine PM emissions from urban buses is one of the most effective means of reducing public exposure to toxic diesel engine PM emissions. Additional measures will be considered during the next year. Intended Benefits: Reduced emissions that will help meet ozone air quality goals and reduced emissions of PM that will protect the health of Californians. Economic Impacts: Our initial estimates indicate that the rule: a. is likely to have a negligible economic impact on businesses in the regulated community and on individuals; b. is likely to cost the local governments a negligible amount; and c. is not a major rule because the compliance cost does not exceed \$10 million in a single year during the regulation horizon.	Legal Deadline: N/A Sunset Review: Major Regulation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 10/1/99	<u>Hearing</u> 11/18/99	<u>Adoption</u> 11/18/99	<u>To OAL</u> 5/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.

AIR RESOURCES BOARD

1999 RULEMAKING CALENDAR

Schedule <input type="checkbox"/> A <input checked="" type="checkbox"/> B Division: Stationary Source Division Contact Person and Phone #: Barbara Fry (916) 332-8267 Affected Governments: None Federal Authority: Pursuant to the Clean Air Act amendments of 1990 the proposed regulation will fulfill part of the State Implementation Plan.	Subject: Consider Adoption of Additional Consumer Product Standards CCR Title, Number, Affected: Title 17, Sections 94507-94517 Authority & Reference Citations: Authority: H&SC Sections 39600, 39601, 39607, 41511, & 41712 References: H&SC Sections 39002, 39600, 39607, 40000, 41511, & 41712 Specific Legislative Intent, if any: Comparable Federal Regulations: The U.S. EPA has a regulation that limits state VOC content for some consumer products.	Problems Addressed (public Health, safety, welfare & Environmental protection): Public health, welfare, environmental protection. Alternatives Considered: Alternatives were considered when the State's comprehensive Air Quality Plan (the SIP) was developed. This rule partially implements one of the measures in that plan. Intended Benefits: The proposed regulation will achieve additional reductions in VOC emissions. The reductions in VOC emissions will result in reductions in ozone and PM ₁₀ (particulate matter of 10 microns or less equivalent aerodynamic diameter). Economic Impacts: Our initial estimates indicate that the rule: a. is likely to have an economic impact on businesses in the regulated community and on individuals; b. is likely to cost the local governments a negligible amount; and c. may be a major regulation.	Legal Deadline: N/A Sunset Review: October 2004 Major Regulation <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Fiscal Impact: Local Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Government: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Federal Funding of State Program <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If there is a fiscal Impact, Complete and attach Economic and Fiscal Impact Statement <input type="checkbox"/> Std. Form 399 attached
PROJECTED DATES FOR:			
<u>Notice</u> 9/10/99	<u>Hearing</u> 10/28/99	<u>Adoption</u> 10/28/99	<u>To OAL</u> 5/1/2000

Note: The Air Resources Board is required to assess the impacts of rules on businesses, industries, and local and state governments, and to include the results of the assessment in the public notice of proposed action. The initial estimates provided in this document will be reassessed and, to the extent possible, quantified as the rule is further developed.